

CHAPTER ONE – VISION

The Regional Airport Plan (RAP) provides direction and focus for our region by:

Purpose of the RAP

- Presenting the Airports Division's vision
- Establishing regional initiatives
- Guiding development of the Airport Capital Improvement Plan (ACIP)
- Coordinating system improvements
- Providing the basis for measuring performance

The RAP initiatives are derived from the broad headings of increased safety, greater capacity and organizational excellence. The plan identifies resources needed to support projects that will accomplish these objectives at our focus airports.

DEN Terminal



National FAA Airports Line of Business Mission Statement

"The mission of the organization is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment."

Flight Plan Objectives

The FAA’s challenge is to provide a safe and efficient air-traffic-control system capable of meeting future demand with reduced accident rates. To more effectively meet this challenge, the agency is transitioning to a performance-based organization. This is being done through emphasis on strategic and business planning, along with well-defined objectives. The FAA Strategic Plan, called Flight Plan 2004-2008, has the following goals:

- Increased Safety
- Greater Capacity
- International Leadership
- Organizational Excellence

Aircraft Rescue and Firefighting Training



Role of Airports Division

Our objectives are in direct support of and alignment with the Airports mission statement and the Flight Plan, and we accomplish them by effectively managing our various programs in the seven Northwest Mountain (NWM) states. We regularly inspect certificated airports for compliance with safety-related requirements. The Airport Improvement Program (AIP) provides priority consideration for safety-related development for airports. This includes safety areas, marking and lighting, pavement preservation, airport rescue and firefighting, and mitigating wildlife hazards near airports. In support of system efficiency, we analyze capacity-related issues and support capacity-enhancing projects. Management of the PFC program also contributes to overall system improvement.

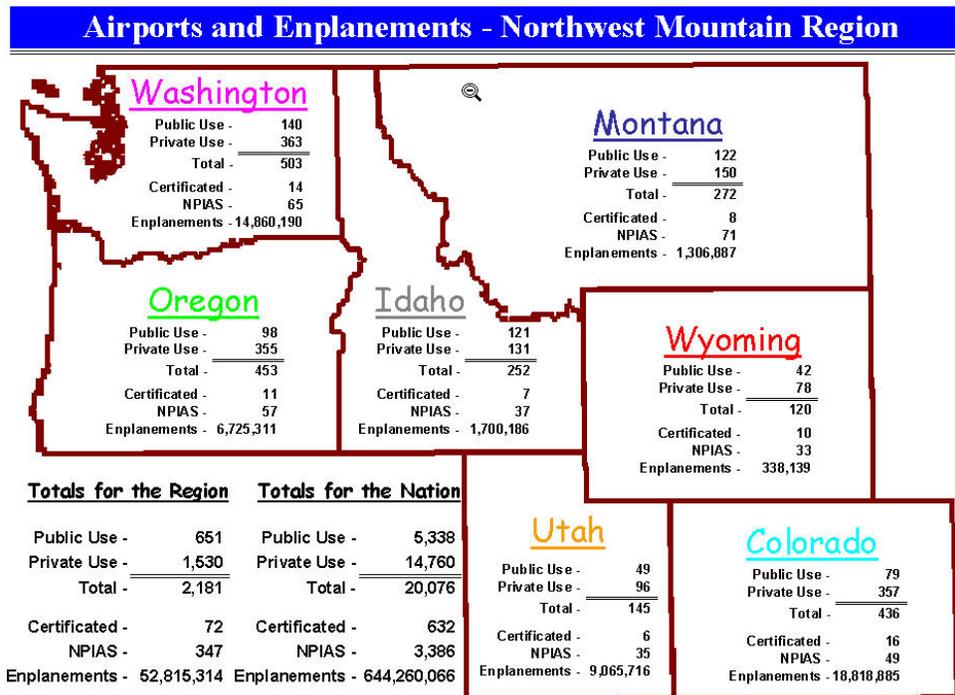
NWM Region at a Glance

In our region there are 651 public-use and 1,530 private-use airports, of which 347 are in the National Plan of Integrated Airport Systems (NPIAS), including 72 certificated under 14 CFR Part 139. The states included in our region are Washington, Oregon, and Idaho, served by the Seattle Airports District Office (ADO); Wyoming, Utah and Colorado, served by the Denver ADO; and Montana, served by the Helena ADO. The map on the next page depicts the distribution of airports within the states and region.

Focus Airports

For the purposes of the RAP, focus airports are commercial-service, certificated, and general-aviation (GA) airports, with more than 75-based aircraft (busy GA). There are 125 airports within the seven-state NWM region that meet these criteria; they are listed in the appendix. These airports account for 100 percent of enplanements, 76 percent of total operations, and 78 percent of based aircraft at AIP-eligible airports.

Figure 1-1:
NWM Region
Map



INCREASED SAFETY

Standardization

The RAP places emphasis on increasing safety, by methodically standardizing airports. We are pursuing initiatives that achieve this standardization by:

- Providing standard runway safety areas
- Installing statutory-emphasis items
- Improving runway line of sight
- Providing full parallel taxiways for instrument flight rules (IFR) runways

Lighted Hold Bars at SEA Airport



Reduce Incursions

From an airfield perspective, marking, lighting, and signage, which are part of the standardization effort, are the main lines of defense in preventing incursions. Other options also must be explored and pursued. Airfield fencing can eliminate most unauthorized animal, people, and vehicle activity. There is an obvious security benefit as well. We will continue to discuss fencing with airport sponsors, and help support installation, where it makes sense. Another initiative is to reduce runway crossings by airport vehicle traffic. Building roads around runway ends is a way to achieve this, and it is something we are pursuing aggressively.

GREATER CAPACITY

Working with airport sponsors, the Airports Division encourages and financially supports new runways and airports to keep up with demand. Achieving balance between airspace and airfield operations under both IFR and visual flight rules (VFR) is especially important because of weather constraints in the region. The cost of delay is held to a minimum, by providing all-weather capability and related improvements at capacity-constrained airports. This makes airport acceptance rates in instrument conditions as close as possible to those in visual conditions.

Business Jets and High-Speed Turbo Aircraft Activity

Growth in airport business-jet activity has caused the need to provide facilities to serve larger and faster general-aviation aircraft. This has placed a strain on some of the mountain airports located in resort communities. We will continue to provide funding for needed facilities at locations that have significant levels of business jet activity.

ORGANIZATIONAL EXCELLENCE

**Address
Environmental
Issues**

Environmental issues related to aircraft operations using capacity-enhancing projects can be addressed with adequate zoning and noise impact reduction. This strategy can mutually protect airports and their communities. This region continues to aggressively pursue environmental compatibility through noise-mitigation programs.

**Land-Use
Planning**

Land use relates to issues such as obstructions and aircraft noise. Our goal is to help communities achieve land-use compatibility on and near the airport through compatible land-use zoning. Because of the interest, experience, and authority of the states on this issue, we have been working closely with both airport sponsors, and state aviation agencies, to achieve this goal.

**Special-
Emphasis
Projects**

Regionally significant projects requiring large amounts of federal funds need special emphasis, in order to proceed with the greatest possible certainty of continuing federal financial support. Without reasonable assurance of receiving large amounts of AIP financial support, many large projects, important to both the local users and to the national system, could not proceed. To highlight the need for this support over several years, a list of such projects is identified in this RAP. To the extent possible, given needed legislative and other support, the Airports Division is committed to these projects. Many major projects at smaller airport locations have benefited from this approach.

Pavement

Our goal is to preserve airport pavements in excellent condition at the lowest total cost, including maintenance and reconstruction costs. We will continue to monitor pavement projects, since they consume a large portion of our AIP discretionary funding. Pavement-condition-index (PCI) data will be used to help prioritize funding decisions.

LOOKING FORWARD

Our current plans for future improvements to support our initiatives are described in the next chapter. We expect to continue making significant progress in each of the 10 initiatives. The accomplishments already recorded are also described. Identifying the need and demonstrating results inspire us to continue looking forward

Other new initiatives that could emerge include airport development to support newly certificated Part 139 airport locations, served by 10-seat aircraft; addressing wide-area augmentation system requirements at airports; reconciling FAA airport standards and terminal instrument procedure (TERP's) requirements; and meeting new environmental standards. It is a journey.

Denver
International
Airport

